Dryden Research Library Newsletter
June 2001

Dryden Research Library is located in Bldg. 4800 Room 2412. Contact us at Ext. 3702 or 3127.
Check out our home page: http://www.dfrc.nasa.gov/organizations/Library/index.html.
You can email Barbara Rogers or Cheryl Logan for any of your library needs. The library Newsletter is best viewed using Eudora 4.3.

For Your Information

All NEW library books will have a checkout duration of ONE MONTH. This allows the books to have a quick circulation and be read by several people while they are still quite new.

We have electronic access to the 2001 AIAA journals and meeting papers. We will soon be adding the 1996-2000 papers and 1997-2000 journals. Look for an announcement soon. We also have access to the IEEE/IEE journals and standards and many other journals through Science Direct. Some of the journals available through Science Direct include Aerospace Science and Technology, Aircraft Design, Artificial Intelligence, Automatica, Combustion and Flame, Composite Structures, Computer Aided Design, Cryogenics, Engineering Fracture Mechanics, Experimental Thermal and Fluid Science, International Journal of Heat and Mass Transfer, and Progress in Aerospace Sciences to name just a few. These can all be accessed through the links on the Library web page.

New Books

The Library has received several new books:

REFERENCE BOOKS

E 663 .W62 V.1, V.2, V.3 Who's Who In America by Albert Nelson Marquis;
HG 4057 .A4 1998 V.1 ,V.2, V.3 Standard & Poor's Register Of Corporations, Directors, And Executives;
JK 6 .F45 WINTER 2001 Federal Yellow Book;
JK 1012 .C65 FALL 2000 Congressional Staff Directory;
JK 1083 .B55 WINTER 2001 Congressional Yellow Book;
RS 75 .P5 2000 Physician's Desk Reference;
Z 475 .P8 1999 Publishers Directory

Papers by Dryden Authors

1. Brenner, Marty and Dale Groutage, Nonstationary Dynamics Data Analysis With Wavelet-SVD Filtering, NASA/TM-2001-210391, April 2001.

2. Cobleigh, Brent R. and Mark A. Croom, ìComparison of X-31 Flight and Ground-Based Yawing Moment Asymmetries at High Angles of Attack,î paper number MP-69-P-42. Presented at the Symposium on Advanced Flow Management, May 7-11, 2001, Loen, Norway.

3. Fisher, David F. and Daniel G. Murri, ìForebody Aerodynamics of the F-18 High Alpha Research Vehicle With Actuated Forebody Strakes,î paper number MP-69-P-45. Presented at the Symposium on Advanced Flow Management, May 7-11, 2001, Loen, Norway.

4. Cobleigh, Brent R. and Mark A. Croom, Comparison of X-31 Flight and Ground-Based Yawing Moment Asymmetries at High Angles of Attack, NASA/TM-2001-210393, May 2001.

THIS MONTH IN HISTORY

June 26, 1954 - NACA personnel moved from old South Base site to new headquarters, Bldg. 4800, the original core of today's Dryden complex. Cost to build the new complex then: $3.8 million. Personnel numbered over 200.
June 8, 1959 - First unpowered glide flight of the X-15, with Scott Crossfield at the controls, was made from under a B-52 launch aircraft.
June 2, 1970 - Bill Dana conducted the first flight of the M2-F3 lifting body.
June 15, 1993 - Modified F-15 called ACTIVE--Advanced Controls Technology for Integrated Vehicles - replaced the HIDEC as Dryden's integrated systems aircraft. It featured forward canards and was later fitted with thrust vectoring nozzles to study their use for pitch and yaw control.
June 24, 1993 - Replica of X-15 rocket research aircraft, displayed at the corner of Lilly Ave. and Lakeshore Dr., was dedicated.
June 11, 1995 - NASA's B-52, No. 008, became 40 years old. Based at Dryden since mid-1959, it is the oldest B-52 still flying.
June 27, 1997 - A YO-3A (NASA tail number 718) transferred to Dryden from the Ames Research Center, beginning a series of aircraft transfers from Ames. It was followed by a C-130B (NASA tail number 707) on June 30,1997; a Beechcraft 200 Super King Air Oct. 3, 1997; two ER-2's (706 and 709 respectively) on Nov. 3 and 6, 1997; a DC-8 (717) on Dec. 29, 1997; and a Learjet (705) on Feb. 9, 1998. The ER-2's and the DC-8 became a part of a new Airborne Science Branch that was forming at Dryden during the period of the transfers. Except for 707, all of the NASA numbers changed to Dryden's 800 series; the aircraft kept the last two digits from the Ames numbers.